ast new about the weather. They are the ripmen on the cable cars. Their exposed sitnation during this cold snap has attracted the notice of people whose hearts are warmer than filed and admitted to probate and letters testathe weather and some of them have written to THE STAR. One who signs himself "A Friend of the Gripmen" writes: "Kindly allow me space in your good paper to appeal to the Vashington and Georgetown Railroad Company in behalf of some of their suffering employes. Will they not, as a company whose employes serve them so faithfully, devise some plan by which the gripman may be protected from the storms and cold of winter? I, as a daily travappealing for more protection for them. As the dumb animals of the city are protected by he law so ought the lives and health of these

the law so ought the lives and health of these brave, good men be protected."

Another says: "I appeal to THE STAR to exert its far-reaching influence in an effort to alleviate the suffering and discomfort to which the gripmen on the Washington and Georgetown railroad are subjected. No one, except those who have had a similar experience, can appreciate the apparently needless suffering caused these men in their exposed position on the grip car with no protection from the weather but their clothing, which is very often insufficient, considerng, which is very often insufficient, consider-ng their lack of other protection. I believe here is sufficient inventive genius connected with the Washington and Georgetown railroad to devise a protection, which, while shielding the gripman, will allow him an unobstructed new of the street ahead and on either side.

through the center of the car. By means of a temporary glass cage, as is used in other cities, an inclosure could be made in which the grip-man could work with some comfort and at the As it is at present the gripman would be unable in his chilled and benumbed condition to avert an accident, if to do so required, as is often the case, the immediate and concentrated action of both brain and arms. "Of course, there will be objections to the

the interested parties, the gripmen, nor will they remove the necessity for such a protection which is demanded in the name of humanity.

this city tomorrow of representatives of shipping interests of the great lakes to further the project of a ship canal from the great lakes to the Hudson river. The convention will remain in session probably a week and has been summoned by the joint action of many boards of trade and chambers of commerce throughout fore the convention will be to bring to the favorable attention of Congress the bills introduced by Messrs. Chipman and Bentley appropriating \$100,000 for a survey to ascertain the easibility and probable cost of a ship canal. A bill providing for a survey has already been favorably reported to the House from the com-mittee on railways and canals and is now upon the calendar. An effort is being made to in-cuce the rules committee to set a day for its

The total freight traffic of the great lakes during 1891 was 33,303,000 tons, while the aggregate entries and clearances from London and Liverool during that year only exceeded that figure y 127,000 tons. The average rates of charges for the freight received by all the railways of the United States was 9 mills per ton per mile, while the average rates on freights carried upon the great lakes was not over half a mill per ton Vithin the past two years a revolution in

the methods of transportation of grain by water has been effected by means of the sorailed "whale-back" vessels, arising from essened cost of construction, reduced exense of maintaining and operating, largely ecreased consumption of coal and capacity for carrying much larger cargoes of grain. With a canal from the lakes to the Hudson of sufficient capacity so that these vessels could cargoes the cost of carrying wheat from the head of Lake Superior to the city of New York is estimated by the friends of the canal project

trease the price of the products of the soil to the farmers, bring to the people of the east cheaper breadstuffs, give better wages to the

NOT A WASHINGTON RELIC.

A New York Collector Finds His Much

York that promises to put a stop to the reprofuction of Washington relies. A bright New Torker is the victim. During the last two years there have been periodical sales of Washington elies, and fabulous prices have been paid for Philadelphia. A short time ago an auction house there issued a catalogue in which it was sounced that a fruit stand that had been the

A. J. Bowden, 830 Broadway, N. Y., thinking would be a good investment to buy that idencal article, went to Philadelphia and secured gold and colors, the center being a star th refulgent rays in gold. On the body of star in the monogram in green 'M. W.'
er which is the motto: 'Decus et tutamen
llo.' On the inner margin are fifteen dark

fartha Washington had received a set of this seculiar china ware from the officers of the french navy. A very few pieces of the set remained, he was told, and he hugged the delusion that he had one of these few. Within a day or two after securing the china piece Mr. Bowden received an offer for it from Oscar S. Straus. The price was \$250, or an advance of \$30 on Mr. Bowden's speculation. The treasure was sent to Mr. Straus and then came this

delphia "relic" was in no particular difference from cheaper comports, and Mr. Bowden realized that he had been badly sold. Mr. Bowden felt indignant that he should Rowden felt indignant that he should have been so easily duped. "The firm are reputable auctioneers," he said. "They must have been imposed upon to make such an announcement in their catalogue—of course I ex-pect to get my money back. There is not the slightest difference between this 'relic' and

The Prince of Wales Not Coming. A special cable from London says that Sir

A special cable from London says that Sir Francis Knollys, private secretary to the Prince of Wales, says his royal highness will not use his new yacht to visit the world's fair at Chicago this year.

Sir Francis states that the prince has no intention of visiting Chicago.

A Grand Human Bonfire.

The coroner is holding an inquest on the remains of Reuben Atkinson and his housekeeper and her child, who were cremated in Atkinson's house at Cotton Plant, Ark., Sunday night to conceal the crime of murder and robbery. Enough evidence has been obtained to convict Paul Stubbs and Henry Allen, two negroes, of Enough evidence has been obtained to convict Paul Stubbs and Henry Allen, two negroes, of the deed, and others are expected to be impli-

the deed, and others are expected to be implicated.

The negroes in the neighborhood are greatly excited, and many of them want to take the guilty parties to the spot where the house stood and burn them at the stake, making it a grand daylight affair.

NEWS FROM BOCKVILLE. Post Office Aspirants Already in the Field-

Epworth M.E. Sunday school of Gaithersburg

particles of snow and ice drifting in all direc-tions. Should this inclement weather continue

for any length of time much suffering must be experienced by the poor. S. A. M.

TAKOMA PARK.

Mr. J. Vance Lewis has gone to Norfolk and

Mr. Horatio A. Foster of New York is spend-

ing a few days in the park, with headquarters

termined to depart from their usual custom and spend the winter months in their Takoms

Union S. S. on Sunday last Mr. Henry Garrett presented to Mr. Blodgett, on behalf of the school, a handsome lamp as an appreciation of his energy and interest in providing for the Christmas entertainment. The school also ten-

dered Mr. Bailey a vote of thanks for the same

iderable excitement at the residence of Mr. A.

his early round and an alarm, to which the neighbors promptly responded, prevented the flames from doing much damage. With the strong northwest wind prevailing at the time any delay would have resulted disastrously, not only for this, but the buildings in close proximity.

imity.

At a late meeting of the King's Daughters

filling the position of agent at University sta-tion as an accommodation to Mrs. C. H. White

PROF. BRIGGS' OPPONENTS.

They Will Appeal to the General Assembly

at Washington in May.

The committee of prosecution having charge

Seminary met in New York yesterday to con-

this was given in a statement addressed to the

in Washington on May 19 of this year. By ap-

pealing direct to the general assembly the com-

The questions involved are doctrinal ques

nittee will save a year's time.

An oil stove explosion was the cause of c

experienced by the poor.

Newport News for a short stay.

ondence of The Evening Star. HYATISVILLE, MD., January 11, 1893. ence of The Evening Star The regular monthly meeting of the Hyatte In the orphans' court today the last will and Mechanics' Hall in this village, with George testament of Leonidas Willson, deceased, was Mish Smith in the chair and E. N. Waters secr tary. The principal business of the meeting executrix named in the will; bond, \$150,000. Letters of administration on the personal estat of Jane E. Bailey, deceased, were granted to Charles B. Pierce and Thos. N. Bailey, the renunciation of the other beirs having been filed; bond, \$1,000. Administration accounts of personal estate of their respective decedents were of that organization last evening to make ar-rangements for giving an entertainment for its benefit. It was tlecided to give the entertain-ment at an early date and a suitable program passed by Anthony Gaegler, executor of Rudolph Gaegler, deceased; John L. Snyder, ad-

Lucy A. N. Connell, administratrix of Matilda Counselman, deceased, and Mary C. Simpson, executrix of Theodore W. Simpson, deceased. Charles G. Dufief, administrator of Lavinia Beall, deceased, filed inventory of personal estate of deceased. Annie Small, administratrix of John Small, deceased, filed list of sales of personal estate of deceased. James H. Jones and Wm. P. Dawson, executors of Americus Dawson, deceased, filed report of sale of real estate of said deceased. Anthony Gaegler, executor of Rudolph Gaegler, filed final receipts of heirs.

HYATTSVILLE.

The jury of condemnation of lands for the use of the southern extension of the Baltimore and Ohio railroad are still at work here and vesterday closed the case of the railroad company against the heirs of James Ray, allowing them \$2,000 damages. Today the jury has been engaged in considering the case of the company against the Garrity heirs. The evidence and argument closed about 4 o'clock and the jury has not yet rendered a varidist. Tomorrow the case of the company that a large piece of the democratic cannon.

verdict. Tomorrow the case of the company that a large piece of the democratic canno against Ignatius Belt and others will be taken which exploded in firing a salute at the democratic cannot be a cratic parade in the latter part of November, had gone through the roof of his house in Bladensburg and buried itself in the floor of The campaign for the post office at this place opened here this week and promises to be quite lively. The most prominent candidates in the field so far are Messrs. H. Clay Fields, A. J. Almoney, Samuel Jones, Lee Offutt and Wm. H. Rabbitt. The two first named gentlemen took a long sleigh ride through the rior of his house in Eladensburg and buried itself in the floor of the attic, making a hole which let in a considerable amount of snow.

Dr. Alfred H. Wells and Mr. Henry Morrison took a long sleigh ride through the "Neck" last night.

night.
Miss Lucy Ingersoll of Bowie is the guest of Mr. and Mrs. Jackson H. Ralston are spending a week in Washington.

Miss Esther Danforth of Takoma Park and

and confirmed by the Senate.

Mr. Chas. H. Parker of Lay Hill, this county, has completed arrangements for building a fine dwelling house at that place. The building will be of ample dimensions, two stories high, the interior to be finished in natural hard wood Mr. A. S. Brown of Washington are visiting the family of Mr. M. H. Kearney. Dr. Chas. A. Wells and Mr. Louis Ford have been elected president and vice president of the inaugural board of Prince George's county which will make arrangements for the demoand provided with all modern improvements. Mr. P. N. Dwyer is the architect and Mr. O. T. Van Horn contractor for the same.

Miss Bessie Cashell of the eastern section of augural parade.

the county is visiting friends in Washington.
Miss Minnie Williams of Alexandria, Va., is Wells' drug store last night registered one degree below zero.

A weekly newspaper will be started at Lake-A pretty wedding occurred at Woodfield, this county, on Wednesday last, the interested paries being Mr. John Williams and Miss Lizzie Belton Ray A H Zie

The streets of this village have been very in-differently lighted during the past week and the citizens are becoming quite indignant over the

has elected the following officials: J. L. Burns, superintendent; C. S. Duvall, assistant superintendent; M. E. Phebus, secretary; G. A. Phebus, treasurer; F. T. Hodges, librarian.

The people of this section are now experiencing the coldest weather known here for many years. During today the wind was somewhat or the "blicked" and coldest weather that the coldest weather the coldest weather that the coldest weather the coldest weather the coldest weather the coldest weather the coldest weath Mr. John R. Collette has raised an interesting question in correspondence with Mr. Chas. O. Scull, the general passenger agent of the Baltimore and Ohio railroad. Mr. Collette claims that he has been deprived of his legal rights by the Baltimore and Ohio company by its refusal to sell him a school ticket from Hyattsville. He is attending school in Washington. The discrimination is made, Mr. Collette claims, because his son attends the Spencerian Business College. The general agent states that he does not consider that the college comes under the head of "public or private schools," to whose pupils school tickets are sold. Mr. Collette has insisted on writing to the general passenger agent that he is discriminated what on the "blizzard" order, and outdoor exercise was made very uncomfortable by the eral passenger agent that he is discrimina against. He says he sees no way to settle matter except to take it into the courts.

> SOUTHERN MARYLAND RAILROADS. A Probability That the West Virginia Cen-

successor of the old original Southern Mary-Potomac Railroad Company, who claim to be the present owners. The entire length of the line is about eighty miles, about three-fourths of which has been graded, or at least from Braddywine station on the B. and Q. R. R. to Point Lookout, St. Mary's county. Twenty miles has been entirely completed and trains were at one time run over it regularly. This twenty miles extended from Brandywine to Mechanicsville, and should the West Virginia Central get this line under their control it Mechanicsville, and should the West Virginia Central get this line under their control it would give them another outlet for the coal regions of West Virginia at tidewater. The line is surveyed from the District line to Point Lookout, and about twelve miles is also completed near Washington, which is used by the Baltimore and Ohio railroad, who, according to the charter rights, pay \$50,000 a year for the use of it, and this is known as the Shepard'stown branch of the Baltimore and Ohio railroad town branch of the Baltimore and Ohio railroad.
It is a fact worthy of attention that it is this road that is involved in a suit of ejectment with the Washington City and Point Lookout Railroad Company, of which Col. William J. Best claims to be the president and general manager. It is to be hoped that some one will get the road under control pretty soon, as the people of this section of southern Maryland are very deeply interested in this road. The charter was granted in 1867, and its whole career has been one of wranking and Schling. was granted in 1867, and its whole career has been one of wrangling and fighting. The state of Maryland is a prime factor in this road, it having sunk \$105,000 in its bonds and \$300,000 in the Baltimore and Rrum Point railroad, a total of \$405,000. It is not known how much the state has in the old Washington and Chesapeake railroad, but it is safe to say that the state of Maryland has at least \$500,000 in defunct railroads, and saye the Popula Creek line

funct railroads, and save the Pope's Creek line of the Baltimore and Potomac railroad where loes her railroad facilities come in?

manently organized in New York last night, with the following delegates present: Poughjudgment of the court, to appeal directly to the general assembly. The reason for doing A. Whitman; Waterbury, Conn., W. J. Butler and T. M. Francy; Paterson, N. J., H. Ramsey public. The next general assembly convenes and D. H. Boyle; Hoboken, N. J., John M.

was admitted to membership. Allentown, Pa., applied for admission and will likely be taken in, but the application was laid on the table until the next meeting.

The league will consist of twelve clubs and

The league will consist of twelve clubs and games will be played from June 1 to October 1. Each club will play at least two games a week on its own ground. All games will be played on the guarantee system. Sunday games will be a feature in nearly all the cities, except Waterbury and Reading.

The following officers were elected: President, W. Abbott Whitman of Reading, Pa.; vice president, T. M. Francy of Waterbury, Coun.; secretary, John M. Bright of Hoboken, N. J.; treasurer, A. Meer, Paterson, N. J. Another meeting will be held in a few days to complete the circuit.

The latest phase of the policy of the Catholic tained in the following authoritative explanation of a recent cable message from the pope to his ablegate, Archbishop Satolli:

"The papal delegate, by order of the holy

father, has sent out an important notice to the archbishops to be communicated by them to the bishops of the United States. It is a mandate from the pope that each bishop shall remit, in a sealed letter mailed to the pope, either directly or through the intermediary of the legate, his personal conscientious opinion of the propositions on the school question which Archbishop Satolli in the pope's name laid before the New York conference of archbishops in November last."

There is nothing in this mandate to indicate a change of views on the part of the pope. It

WHILE ROYALTY LOOKED ON.

The Future Rulers of Roumania Married Amid Great Pomp. Amid royal pomp and splendor and surrounded by European sovereigns or their representatives Princess Marie of Edinburgh was married yesterday afternoon at Sigmaringen, Germany, to Prince Ferdinand, crown prince

association, which amounted to about \$11,800.

Nearly one-half of the matured stock was reinvested. The original stockholders of the association received a little more than \$100 on each share of stock, upon which \$69 had been paid in monthly installments of \$1 each since March, 1887.

of Roumania.

The Schloss, the residence of Prince Ferdinand's father, was entirely too small to accommodate the large number of guests who attended the wedding, and to prevent any discomfort an immense temporary house of iron and glass on the model there. and glass on the model, though on a much smaller scale, of the crystal palace in London was erected, and in this building the wedding celebrations took place. Here Prince Ferdinand and Princess Marie gave a reception, which lasted a long time, to all the guests and the various deputations that had traveled to Sigmaringen to offer their congratulations. It was snowing, but this only set off the beauty and luxury displayed in the annex to the Schloss, which was a veritable garden of

Schloss, which was a veritable garden of flowers and palms.

Military officers in resplendent uniforms thronged the palace, while among them, in court attire, with medals and orders upon their breasts, were many of the highest civic dignitaries of Germany, Roumania and the other European nations. Hundreds of ladies attended the reception and their toilets were magnificent. magnificent.

ROYAL PERSONAGES PRESENT. At the civil wedding ceremonies Queen Victoria, the grandmother of the bride, was represented by the Duke of Connaught. There were present also as British representatives Sir Edward Malet, the British ambassador to Germany; Maj. Gen. Sir John Cowell, master of Queen Victoria's household, and Mr. Milbank, the queen's diplomatic agent at Coburg. The Duke of Genoa was present as the representative of King Humbert of Italy, while the Grand Duke Alexis and the Grand Duke Vladimir represented the czar, who is the uncle of Washington conservatory of Music.

Princess Marie. The Duke of Edinburgh, who has been appointed honorary grand admiral of the German navy, was attired in the uniform of his new rank.

Washington conservatory of Music.

Washington conservatory of Music.

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SERVICES AT THE CHURCH. It was 4:40 o'clock when the wedding party arrived at the picturesque Stadtkirche for the Catholic ceremony. The church was crowded to overflowing. Emperor William, wearing the first to enter, escorting the Duchess of Edinburgh, the mother of the bride. Then followed in the order in which they are named the Duke of Connaught with the Princess of Hobenzol-lern, the Grand Duke Alexis with the Duches of Connaught, Prince and Princess Leopold of Hohenzollern-Sigmaringen, the parents of the bridegroom; King Charles of Roumania, Prince Ferdinand and the brothers and sisters of the

bridal pair.

The bride, leaning on the arm of her father, the Duke of Edinburgh, entered last. The parish priest tied the nuptial knot and Mgr. Placidus, abbot of the Benedictine monastery of Person delivered the nuptial address. of Berron, delivered the nuptial address. Prince Ferdinand wore the uniform of the Prussian footguards. The body of the church was dimly lighted and was in striking contras with the brilliantly illuminated chancel. The with the brinianty informatic chancel. The wedding party, headed by the bridal party, than proceeded to the sacristy. The Protes-tant service was performed in the private chapel of the Schloss after the return of the party from the Stadtkirche. THE BRIDE AND HER TROUSSEAU.

The pride is a pretty, simple, natural girl,

from the school room, but anticipation matriage have ripened her, though the shadow of coming separation from all she has pre-viously known and loved has produced a look of gravity near skin to sorrow. If the splendor of a trousseau, hitherto unequaled in England, can heal the sore spot of her heart, it will assuredly be speedily healed, for her gowns and cloaks are things of beauty, and so picturesque that despite changes of fashion the memory of them will be as that of more substantial joys.

Princess Marie's bridal toilet showed a at Mayor Maris'.

Miss Nannie McPherson will go to Washington about the 15th instant for the balance of the cold weather.

Mr. J. B. McDonnell of Hartford, Conn., was visiting Takoma yesterday, the guest of Mr. and Mrs. O. D. Summy.

Miss Madge Gilbert and Miss Sallie Myers have resumed their studies at Mrs. Somers' Mt. Vernon Seminary, in Washington. Miss Kazlie et al. will be assumed their studies at Mrs. Somers' Mt. Vernon Seminary, in Washington. Miss Kazlie the west virginia Central. Negotiations are now pending in Philadelphia, Pa., for the sale have resumed their studies at Mrs. Somers' Mt. Vernon Seminary, in Washington. Miss Kazlie the west virginia Central of the will be as that of more substantial loys.

The Star's reporter has learned from good authority that there is a likelihood of the old washington and Potomac railroad being sold to the West Virginia Central of the prices of fashion the memory of the will be as that of more substantial loys.

The Star's reporter has learned from good authority that there is a likelihood of the old washington and Potomac railroad being sold to the west virginia Central of the prices of a star of the prices of a star of the prices of the mill be sent that despite changes of fashion the memory of the will be as that of more substantial loys.

The Star's reporter has learned from good authority that there is a likelihood of the old washington and Potomac railroad being sold to the prices of the million of the west departure from the wedding gown of the period, because there is not a scrap of lac.

The Star's Mayor Maries of Sashon on the memory of the with the depitted shows a strain price of the million of the play classes—Antique, pour lateratives of Mrs. No. No. No. No. No. No. where the train joins the front of the skirt a long, tapering line of embroidery is carried up small clusters of orange blossoms, very un-obtrusive indeed. The bodice is embroidered with lines of silver graduated to the waist, which expand into a wider pattern that goes underneath the berthe of white velvet; the underneath the berthe of white velvet; the sash is of white satin ribbon fastened on the left side with a small bow and long ends, and the bouquet des Marie is tucked in and secured by it—so the reign of small wedding bouquets has clearly begun. The short puff sleeves are also of white velvet; the sash completely envelopes the figure, and there is a little orange blossom in the fair hair.

one of the chateaux of the bridegroom's father, the Prince of Hohenzollern, and will then go to Roumania. Great preparations are being made there for their reception. On their arrival at Bucharest divine service will be held in the Metropolitan Church, whither, accom-panied by the king, their royal highnesses will proceed direct from the station. They will occupy at first apartments in the royal palace in Bucharest. Later on they will remove to the Chateau Cotroceut, in the neighborhood of the capital, which is being prepared for their

The Bricklayers and Masons Discourage The principal matter of interest at yesterday's

session of the bricklayers' and Masons' convention at Baltimore was the passage of resolutions in the morning requesting members of the union to refrain from joining the militia of the different states. The resolution provoked quite a lively discussion. Some of the delegates expressed the opinion that it was better to have the friends of labor in the ranks of the militia, while others expressed themselves strongly against the enlistment of working men. The resolutions were finally passed. They

Whereas members of trades organizations, who are also members of the National Guard and other military companies, have been compelled by state and federal authorities to take

up arms and use them against their fellow-workmen, notably in the Homestead and other troubles of the past year; and Whereas the militia was organized solely as a means of defense against foreign invasion, but is being used for other purposes: Therefore be it

be it

Resolved, That we request, as a matter of
justice and in the cause of unionism, that members of the Bricklayers' and Masons' International Union of America refrain from enlisting in any military.
Promptly at 2 o'clock President Heartz

prietor of the Victoria Hotel Monday evening by registering as "Count Arco Valley. Washington, D. C.," and the clerk took him for Count Arco Valley, formerly German minister at Washington. He had forgotten that the real Count Arco Valley had, died nearly

that the real Count Arco Valley had died nearly two years ago.

The "count" said he had come on to attend the Patriarchs' ball and his trunk and valet would be there soon, and he requested a loan of \$50 till "Hans" came, as he had spent all he had with him on his way to New York. The unsuspecting clerk at once counted out the money.



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For Pittsburg and the West, Pennsylvania Limited Express of Pullman Vertibule Care at 1.30 p.m. daily, columbian Express at 10.15 a.m. daily, with Sleeping Car Washington to Chicago, Harrisburg to Cinninasti and Pittsburg to Indianapolis and Dining Car Harrisburg to Indianapolis and Dining Car Harrisburg to Chicago, Fast Line, 10.15 a.m. daily to Chicago, Columbus and St. Louis and Chicago, Sulfaring to Harrisburg and Sieveling Cars from Pittsburg to Columbus, Cleveland and Toledo. St. Louis and Chicago, Southwestern Express 7, 40 p.m. daily, Parcisburg with through Sleepers for Pittsburg to Chicago, Southwestern Express 7, 40 p.m. daily for Pittsburg, Columbus, Chrimans, Indianapolis, Memphis and St. Louis, Sleeping Car Harrisburg to Memphis, Dining Car History, Columbus, Chrimans, Indianapolis, Memphis and St. Louis, Pullman Sleeping Car Washington to St. Louis, Sleeping Car Harrisburg to Memphis, Dining Car Alloga, For Williamsport, Receptor and Ningara Falls daily, except Sunday, 7, 50 a.m.

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11.35 p.m.
CONORESS ONAL LIMITED.

All Parler Cars, with Dinne Car trom Baltimore for New York, 4.00 p.m. daily, for Philadelphia week FOR PHILADELPHIA ONLY.
Fast express, 7.50a. m. week days, and 2.45 p. :

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For Brooklyn, N.Y., all through trains connect at Jersey City with boats of Brooklyn Annex, affording direct transfer to Fultonstreet, avoiding double fertings across New York City.

For Atlantic City, 11.00 a.m., 12.15p.m. week days, and 11.55p.m. every day. Saturdays only, 9.40 a.m.

and 11.35 p.m. every day. Saurdays only, 9 40 am.

For Baltimore, 5.60, 6.25, 7.05, 7.20, 7.50, 8.20, 5.00, 2.40, 10.15, 11.00 and 11.50 a.m., 12.15, 1.10, 2.01, 2.30, 3.15, 3.45, 6.00 il.wited, 4.20, 4.36, 5.40, 6.14, 7.40, 10.00, 10.40, 11.15 and 11.35 p.m. On Sanday, 5.00, 7.05, 7.20, 8.00, 9.05, 10.15, 11.00 a.m., 12.15, 1.10, 1.15, 2.01, 2.30, 3.15, 2.45, 4.00 il.m. 11.15 and 11.35 p.m. On Sanday, 5.00, 7.05, 7.20, 8.00, 9.05, 10.15, 11.00 a.m., 12.15, 1.10, 1.15, 2.01, 2.30, 10.00, 10.40 and 11.35 p.m. 11.50 a.m. and 4.20, 10.00, 10.40 and 11.35 p.m. and 4.36 p.m. daily except Sunday.

For Annapolis, 7.20, 9.00 and 11.50 a.m. and 4.20 p.m. daily except Sunday. Sandays, 9.00 a.m. and 4.20 p.m. daily except Sunday. Sandays, 9.00 a.m. and 4.20 p.m. daily except Sunday. Sandays, 9.00 a.m. and 4.20 p.m. daily except Sunday. Sandays, 9.00 a.m. and 4.20 p.m. daily except Sunday. Sandays, 9.00 a.m. and 4.20 p.m. daily except Sunday. Sandays, 9.00 a.m. and 4.00 p.m. daily. Sandays, 9.00 a.m. 1.00, 243, 6.15, 8.02 and 10.05 and 11.30 p.m. On Sunday at 9.10, 10.15, 7.05, 8.00, 9.10, 10.15, 11.17, 11.44 a.m., 1.00, 2.08, 3.00, 3.48, 5.05, 5.44, 6.13, 7.05, 9.15, 10.52 and 11.08 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.08 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.08 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.08 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.08 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.08 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.05 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.05 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.05 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.05 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.05 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.05 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.05 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.05 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.05 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.05 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.05 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.05 p.m. On Sunday at 9.10, 10.15, 11.17 and 11.05 p.m. On S

10.52 p. m.
Tickets and information at the office, northeast corner 13th street and Pennsylvania avenue, and at the station, where orders can be left for the chacking of bucyage to destination from hotels and residences.

CHAS. F. PIGH.
General Manager.

[18.7] General Passenger Agent PALTIMORE & OHIO BAILBOAD.

Schedule in effect November 13, 1892.

Leave Washington from station corner of New Jorsey
avenue and C street.

For Chicago and Northwest, Vestibuled Limited Express trains 11, 30 a.m., 8, 15 p. m. daily.

For Cheinant, St. Louis and Indianapolis, Vestibuled Limited, 3, 30, express 11, 25 p. m. daily.

For Pittsburg and Cleveland, express daily 11, 30 a.m., and 8, 45 p. m.

For Lavinston and Staunton, 19, 40 a.m.

For Winchester and way stations, 15, 30 p. m.

For Luray, Natura: Briler, Romode, Knewtille, Chattaboora and Memolids, 8, 45 a.m., 11, 10 p. m., daily; sleeping cars through to Memphis and Nashville on night train.

For Luray, 3, 20 p. m. daily. DENTAL INFISMARY NATIONAL UNIVER-gity, oor. Sch and K sta. n. w. Open 2 to 5, all the year. Extracting, &c., free. Fillings and plates at cost of materials.

PROFESSIONAL.

For Bultimore, week days, 4 55, x5, 30, 6, 35, x7, 15, (8, 00, 45 minutes), x8, 05, x8, 30, x0, 30, (10, 00, 45 minutes), x8, 05, x8, 30, x0, 30, (10, 00, 45 minutes), x8, 05, x8, 30, x0, 30, (10, 00, 45 minutes), x8, 05, x8, 30, x0, 30, (10, 00, 45 minutes), x8, 05, x8, 30, x6, 30, x8, 30, x8,

RICHMOND AND DANVILLE EAILBOAD CO.
F. W. HUIDENOFFR AND REUBEN FOSTER.

Schedule in effect November 20, 1802.

All trains are ve and leave at Pennsylvania Passenger Station, Washington, D. C.
S. 30 a. m.—Dally, contracts at Lynchiburg for all stations on Norfolk and Western rathroad and for all principal points south on all Devisions of Richmond and Denville System. Pullman Sleeper New York and Washington to atlants, connecting themes with Sleeper to New Orleans via Monagomery and for Menphis via Bermitscham, uniting at Danville with Sleeper for Augusta, connects at Manassas for Front Royal and Strasburg daily except Sunday.

2 43 p. m.—Dally for Warrenton and Cherlottesville and through train for Front Royal and Strasburg daily, except Sunday.

10.43 p. m.—Dally Washington And South-Western Vestign Vashington And South-Western Vestign Union.

on, D. C. BROWN, General Agent Passenger Dept.

L. S. BROWN, General Passenger Agent.

W. A. TUEK, General Manager.

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Botice).
Steamer Wakefield on SUNDAYS and WEDN's Area and Returning on TUESDAYS and F'DAYS 4 p.m., covering routes of Wakefield and rowsmith. See schedule. C. W. BIDLEY, General Manager